

**SPILL PREVENTION, CONTROL, AND COUNTERMEASURES  
BEST MANAGEMENT PLAN**

**N O A A**

**NATIONAL WEATHER SERVICE**

**Tulsa Weather Forecast Office and River Forecast Center  
10159 East 11<sup>th</sup> Street, Suite 300  
Tulsa, Oklahoma 74128**

Designated Person Responsible for Spill Prevention (DRO):

Printed Name: Steve Piltz, Meteorologist-in-Charge

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Telephone: (918) 832-4115

The Regional Environmental Compliance Officer (RECO) has reviewed the facility and determined that an SPCC Plan is not required per 40 CFR 112. This Plan is developed strictly as a Best Management Plan. The determination is based on:

- X   The facility does not exceed above ground storage capacity threshold.  
      The facility meets capacity requirements but, a discharge will not reach navigable waterways.

RECO Printed Name: Mark George

RECO Signature: \_\_\_\_\_

Date: \_\_\_\_\_

## **PART I - GENERAL INFORMATION**

### **A. GENERAL**

This section of the Best Management Plan provides general information about the facility.

**1. Name:**

National Weather Service (NWS) Weather Forecast Office (WFO) and River Forecast Center

**2. Date of Initial Operation:**

January 1992

**3. Location:**

Street: 10159 E. 11<sup>th</sup> Street, Suite 300

City: Tulsa

State/Zip Code: Oklahoma 74128

**4. Name and phone number of owner (Point of Contact)**

Pete Snyder  
Electronic Systems Analyst  
(918) 832-4113

**5. Facility Contacts**

Terry Brisbin  
NWS Southern Region Environmental/Safety Coordinator  
(817) 978-7777, Ext. 139

### **B. SITE DESCRIPTION AND OPERATIONS**

The National Weather Service (NWS) Weather Forecast Office (WFO) and River Forecast Center is located in Tulsa, Oklahoma and occupies the third floor (Suite 300) of the Guaranty Building. The mission of the WFO is to forecast weather and issue severe weather warnings.

Emergency backup power is provided to the facility by a diesel-powered electric generator, typically needed during weather-related power outages and the No. 2 diesel fuel that powers the generator is stored in a 1,500-gallon underground storage tank (UST). The generator also operates automatically at prescribed intervals using a timer to ensure it is working properly. The generator uses approximately 75 gallons per month of fuel on average.

The emergency generator and day tank are within a locked building at the southwest corner of the Guaranty Building. The generator building is constructed of steel with a reinforced concrete slab foundation.

The 1,500-gallon UST was installed in 1992 and is located immediately southwest of the generator. The UST is constructed of fiberglass, and its shape, dimensions, and orientation are undetermined. The 4-inch-diameter fill spout has a locking cap and is surrounded by a closed-end spill box with a round steel cover. The UST vents through a primary vent line. The UST is connected to the generator by a supply line constructed of copper tubing inside steel pipe outside the building, and rubber hose inside the building. The fuel is pumped from the UST as needed to the day tank, which feeds the generator. A gravity overflow line from the day tank directs potential overflow back to the UST. The overflow line is constructed in the same manner as the fuel supply line. Security lighting is located near the UST.

Drainage from the area of the UST flows about 75 yards north over an asphalt road and parking lot to a stormwater drain north of the Guaranty Building. From there it travels about 200 yards underground in a concrete culvert, which outfalls to an unnamed tributary of Mingo Creek. Mingo Creek is located about 1 mile west of the facility.

The facility maintains a spare spill kit in the Guaranty Building that includes absorbent pads and socks that can be used to divert a small spill. The kit also includes a container that can be used as a disposal container.

## **PART II - OPERATIONAL PROCEDURES FOR SPILL PREVENTION AND CONTROL**

### **1. Fuel Unloading**

The adjacent asphalt driveway serves as a fuel unloading area. The fueling trucks typically fill the UST at a rate of about 5 gallons per minute. Fuel levels are measured manually using a graduated dip stick.

- a. Appendix A includes a Tank Ullage and Fueling Log (Appendix A-1) that should be used when fuel is delivered; and
- b. Fuel Unloading Procedure Checklist (Appendix A-2) that includes a list of procedures that should be implemented when fuel is delivered.

### **2. Inspections and Records**

Inspection and Maintenance of Tanks: The storage tank and generator day tank shall be inspected weekly for any oil outside the tank, especially at seams (including the underside). The concrete is inspected for excess cracks. The outside of exposed piping shall be inspected weekly, especially at the joints such as gasket fittings. Monthly and annual inspections shall follow the checklists presented in Appendix B.

Record Keeping: The Environmental Focal Point or designated representative is responsible for completing the ullage logs and documenting fuel unloading procedures. These records, as well as records of all inspections, shall be maintained for at least 5 years from the time of inspection.

## PART III - SPILL COUNTERMEASURES AND REPORTING

### A. SPILL COUNTERMEASURES

This section presents countermeasures to contain, clean up, and mitigate the effects of an oil spill that impacts navigable waters or adjacent shorelines.

A spill containment and cleanup activity will never take precedence over the safety of personnel. No countermeasures will be undertaken until conditions are safe for workers. The **SWIMS** procedure should be implemented as countermeasures as follows:

- S** - Stop the leak and eliminate ignition sources.
  - a. Attempt to seal or some how stop leak if it can be done safely.
  - b. Attempt to divert flow away from the drainage ditch with a spill barrier or the contents of spill kit. The spill kit is located in the generator building.
  - c. Eliminate all ignition sources in the immediate area.
- W** - Warn others.
  - a. Yell out "SPILL." Inform the person in-charge at your facility.
  - b. Account for all personnel and ensure their safety.
  - c. Notify contacts and emergency response contractor as described in the following section for assistance in control and cleanup.
- I** - Isolate the area.
  - a. Rope off the area.
- M** - Minimize your exposure. Stay upwind.
- S** - Stand by to assist the emergency response contractor, if necessary.

### B. SPILL REPORTING

#### 1. General Notification Procedures for All Spills

Within 24 hours, the responsible person or designee (DRO on this plan title page) is directly charged with reporting all oil spills that result from facility operations as follows.

- a. In the event of an emergency (for example, fire or injury), call **9-1-1** (if "9" is required to obtain an outside telephone line, it may be necessary to dial **9-9-1-1**).
- b. Notify the following NWS and NOAA regional and headquarters personnel.
  - Mike Jacob, (301) 713-1838 Ext. 165, [JMichael.Jacob@noaa.gov](mailto:JMichael.Jacob@noaa.gov), NWS Environmental Compliance Officer
  - Olga Kebis, (301) 713-1838 Ext. 173, [Olga.Kebis@noaa.gov](mailto:Olga.Kebis@noaa.gov), NWS Safety Officer
  - Terry Brisbin, (817) 978-7777, Ext. 139, [Terry.Brisbin@noaa.gov](mailto:Terry.Brisbin@noaa.gov), NWS Southem Region Environmental/Safety Coordinator
  - Mark George, (303) 497-3064, [Mark.George@noaa.gov](mailto:Mark.George@noaa.gov), NOAA Mountain Regional Environmental Compliance Officer
- c. The RECO shall determine if Federal or state notification is required and follow up accordingly.

## **2. Cleanup Contractor Notification**

An emergency response contractor should also be notified to assist with the clean up, if necessary. NWS has identified the following contractor that is available for an emergency response:

<u>Contractor</u>	<u>Phone Number</u>
Environmental Remediation Specialists Tulsa, Oklahoma	(918) 832-8888

## **3. Spill Report**

The form in Appendix C should be used to complete a spill report. This form should be sent, preferably by e-mail, to the NOAA representatives listed above.

## **C. Training**

The designated person responsible for spill prevention and an alternate should be trained on the fuel unloading procedure and inspection requirements. Additionally, these persons should be trained in spill countermeasures. The alternate should be designated in case the primary person is off site at the time of a spill.

Training should be conducted once annually.